IN THE CLAIMS:

Please rewrite claims 36, 48, 54, 55, 61 and 62 as set forth below in clean form. Additionally, in accordance with 37 CFR 1.121 (c)(1)(ii), amended claims 36, 48, 54, 55, 61 and 62 are set forth in a Marked Up Version in the pages attached to this amendment.

36. (Second Amended) A method for determining correction values for wheel speeds of a vehicle, comprising the step of:

determining the speeds of the vehicle wheels during travel,

evaluating the speeds of the wheels in groups, for the wheels of the non-driven axle, and for the wheels of the left-hand vehicle side and the right-hand vehicle side to obtain initial correction values for the non-driven axle, for the left-hand vehicle side, and for the right-hand vehicle side based on the speeds of the wheels in the groups,

and determining final correction values for the individual wheels of the vehicle in accordance with the initial non-driven axle, left-hand vehicle side, and right-hand vehicle side correction values obtained in the evaluation step.

48. (Second Amended) A method according to claim 47, wherein the difference of the wheel speeds includes using a first low pass filter with a first time constant and, in parallel thereto, and using a second low pass filter with a second time constant exceeding the first time constant, and further including checking whether the amount of difference of the output signals of the two filters is below a threshold value.

54. (Second Amended) A method according to claim 48, wherein the evaluation in groups for the wheels of one axle is continuous in that upon detection of straight driving, the output signal of the second low pass filter is stored as a reference value preliminarily representing the result of the evaluation, the reference value is compared to current output signals of the second low pass filter and, in case of differences, the reference value is tracked with part of the difference to the current signal value, with an acknowledgement signal used to release the stored reference value being additionally generated if the difference within a predetermined period of time was sufficiently small.

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55. (Second Amended) A device for determining values of correction for the wheel speeds of a vehicle, comprising:

wheel sensors for determining the speeds of wheels of the vehicle during travel,

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determining means for evaluating the speeds of the vehicle wheels in groups for at least one vehicle axle, for a left-hand vehicle side and for a right-hand vehicle side to obtain initial correction values, and

means for determining the final values of correction for the individual wheels of the vehicle in accordance with the initial vehicle axle, left-hand vehicle side and right-hand vehicle side correction values obtained by the determining means for evaluating the speeds of the vehicle wheels.

61. (Second Amended) A device according to claim 58, wherein the detecting means for detecting the straight travel of the vehicle further includes at least one low pass filter for evaluating the value of the difference between the wheel speeds of one axle.

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62. (Second Amended) A device according to claim 61, wherein the detecting means for detecting the straight travel further includes a first low pass filter having a first time constant, and a second low pass filter having a second time constant exceeding the first time constant, and a check means for checking the difference of the output signals of the two filters.